

**Positive Train Control (PTC) Working Group
Data & Implementation Task Force Meeting
October 26, 1999 - Pueblo, Colorado**

October 26: Data & Implementation Task Force Meeting convened at 8:30 a.m.

- Dean Hollingsworth opened the meeting with a Safety Briefing.
- Ted Bundy asked the task force for comments on the June minutes. There were no comments and the task force voted to accept the minutes as they stand.
- Ted discussed the changes in the agenda and tomorrow's field trip to TTCI.
- Grady Cothen stated that the final Report to Congress was adopted by the full group on September 8. The group was briefed as to where we are with Task No: 97-4 and 97-5. The Report to Congress was distributed to the group and if anyone needs additional copies they need to let him know. Mr. Cothen will give the request to Vicky McCully in the Office of Safety. He explained that there is two page letter that he prepared to accompany the report, but that it was for internal government clearance purposes and he wasn't permitted to share it with the group.

Grady said there are two purposes to this meeting today, (1) Report on the North American PTC Project, (2) Report on some of the work that is going forward with this group, i.e. the Operating Rules Team & Human Factors Team. At the end of today we will discuss "Where are we going and what we can do"?

- Mr. Cothen announced that Jim McQueen has retired. FRA is seeking a diverse candidate pool for his position as Associate Administrator for Railroad Development (R&D). Mr. Cothen brought a copy of the vacancy announcement and if anyone wants a copy to let him know. The closing date on the announcement is December 13.

Mr. Cothen briefed the task force on the status of two rulemaking efforts. The Locomotive Engineer Rule revisions (Part 240) has been designated as non-major by OMB, and is on it's way to the Federal Register for publication as a new final rule. FRA's position on whistle bans will be published as a Notice of Proposed Rulemaking (NPRM). FRA would like to have a six month comment period, and to hold public hearings at several locations throughout the US.

- Tim DePaepe reported on the Grade Crossing Meeting held recently in Texas. There were several proposals that he found disturbing, primarily dealing with strobe lights and stationary horns at highway-rail grade crossings. He asked, "Is there a waiver process in FRA"? Mr. Cothen stated that FRA does not regulate train horns. He also indicated that there are no waivers in place. Rulemaking will provide a venue in which we can discuss. Activation of horn by train circuits. FRA will provide evaluation services without being a sponsor.
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- Ted Bundy reported on the last Operating Rules Team meeting held in Chicago, Illinois on September 23, 1999. The "Scope of Work for the Operating Rules Team" document from the last ORT meeting was distributed to the group. There was a request to add an alternate for Amtrak (Sheldon Boggs). The group voted to add the alternate. Next meeting will be held the week of November 8. Mr. Cothen requested that the Operating Rules Team, at their next meeting, review the ITCS rules that ATK had

submitted for approval as part of their waiver process.

- Dick Stotts gave a briefing on dGPS. (Frank Wilson and Gary Pruitt were scheduled on the agenda, but neither were present at the meeting.) FRA has recently entered into a contract with ENSCO to research the project. The antenna that is now in use, is only out for seconds at a time, compared to minutes at a time on the antenna previously used. Testing has about 6 months to run and the results will be reported once the testing is completed. Robin Buxton asked if the testing is on all types of locomotives. Mr. Stotts indicated that several types of locomotives are being tested, but doesn't think that all locomotives will be tested. Considerable testing is occurring on the UP and BNSF railroads.
- Mark Jones reported on the recapitulation of the ITS User Service 30 workshop. Rick Weiland is working on the ITS Standards report. The report should be out by the end of the year. Mr. Jones thanked Tim DePaepe and Bill Browder (AAR) for working with Rick to help him understand railroad views. He is looking for a Standards Development Organization (SDO).
- Bob Heggstad and Bob Kollmar reported on the ITCS Amtrak Project in Michigan. There are four phases of the implementation and the project is now in phase one. Fifteen locomotives are equipped, nine ATK and six NS locomotives. The first 90-days, (which should start by the end of this year), will be an OJT period which will not be under air brake enforcement (79 mph), the second 90-days will be under air brake enforcement but for testing purposes, the next 300 days is an evaluation period with air brake enforcement under normal operating conditions. After this period they hope to be able to operate at 110 mph.
- James Stem briefed the group on the September 1, 1999 Human Factors Team meeting. There was discussion among the Human Factors Team concerning Operating Rules adjustments as it relates to the displays on the different projects. Ted Bundy asked Mr. Stem if he would brief the Operating Rules Team on all operating rules discussions that take place in the Human Factors Team, so that each team is fully aware of what is going on in the other. Mr. Stem said that he would be glad to do this.
- Grady Cothen stated that the target date for the Standards Task Force to present their report is at the end of this calendar year. He said that they had been charged, both by the FRA Administrator and the Associate Administrator for Safety, to have a Notice of Proposed Rulemaking (NPRM) in place by then.

The objective for the Standards Task Force next week, in Kansas City, is to get a regular piece in place and introduction of materials for the preamble. The Standards Task Force is currently working on:

- RR Safety Program Plan (RSPP)
Arena Section 17
- Product Safety Plan (PSP)
Supplier or Railroad
System/subsystem/component
Verification & Validation of Systems
- Operations & Maintenance Manual
Policies & Procedures Manual

- Training

- Dick Stotts reported on the master draft of the Standards Report and stated that there is inconsistency of terminology. The first step would be to use the same terminology, such as V&V. It needs to be clarified and moved around.
- Frank Roskind reported on the categories in the master draft Standards Report.
 - Category I - As safe
 - Category II - System change where the same function is performed, using different system architecture or changing input or output parameters.
 - Category III - You don't have a PTC system, so you will put one in

Howard Moody took exception to some of the concepts that Frank Roskind introduced, and it was resolved that these discussions should take place at the Standards Task Force meeting, rather than at this meeting.

- Bob Dorer reported on CRAM II. Mr. Dorer used the Internet to give a demonstration of the capabilities for reviewing different data sets of the CRAM. The new Volpe website address is: **<http://imsserver.volpe.dot.gov>**.
- Howard Moody, France Collard and Chuck Dettmann stated that they would like to revisit the Volpe Center and see the results of the CRAM model since the last visit (1998) and to see what the future should be. The group agreed to have a meeting at Volpe on January 20, 2000. The group will include Tim DePaepe, James Stem, Frances Hooper, Ruben Payan, Howard Moody, Peter French, Chuck Dettmann, Frank Roskind and three representatives for management, to be given to Bob Dorer by Howard Moody
- Grady Cothen - CRAM Summary

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1. Evaluate: Test the ASCAP (Giras) model results, to see if everything comes out the same, relatively. The Giras model will be tested from Spartenburg to North Augusta. However, that's apples and oranges.

2. Evaluate the CRAM to see what kind of outputs it will give us (Macro validation). Not trends, but patterns where accidents do occur vs. the prediction.

3. Look at subsets of the output, see if the model is more robust if certain factors are removed from the model (derailments, freight w/o passenger, etc.).

4. Corridor comparisons:

- Historical corridor performance
- Predicted corridor performance
- Predicted vs. Actual performance
- Predicted, adjusted for change.

5. After looking at some of these things, then maybe we can consider the implications, and determine if we can actually use the model, and how it can be used.

- Chuck Dettmann suggested that the next meeting of the Data & Implementation group be either March 30 or May 4. New Orleans, Fort Lauderdale or Las Vegas was suggested as places to meet. The meeting will be for one full day, and Ted Bundy will advise the group of the date and location by January 30th.

Meeting adjourned at 4:40 p.m.

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